

have been sudden and unexpected, and a "breach of agreement" is talked of. The Government Board by refusing to sanction the extension of the atmospheric system on the Epsom line, are said to have brought about this unfortunate result. The pipes and pistons on the Epsom line, have been pulled up over the whole route. The latter line was to be opened on Monday last. Its chief feature is the succession of some thirty bridges of various designs. The cost has been about £200,000.

As we anticipated, the "exaggerated statements" in the "Inflated accounts" forwarded to the metropolitan press as to the falling of a tunnel at Southampton have been contradicted. A large body of workmen have been engaged during the past week in repairing the damage. It is proposed to open this Dorchester line on the 21st instant.—Mr. H. E. Scott, of London, has taken a contract—the Bellingham and Fawley tunnels, between Ross and Hereford,—on the Monmouth and Hereford Railway, under Mr. Bruce. It comprises 1,900 yards of tunnelling in red sandstone.—The works on the Lyon and Dereham line, between Narborough and Swaffham, are proceeding with great rapidity, by night as well as by day: great part of the permanent way is laid. The station at Swaffham has been commenced. The works were retarded during winter.

A special train, consisting of five carriages, on the London and North Western line, ran from London to Birmingham on Wednesday week, a distance of 112 miles, in two hours and thirty minutes, or, as the time of actual travelling did not exceed two hours, at the rate of 56 miles an hour. The latter portion of the distance was accomplished at the rate of a mile a minute. The engines were Mr. Stephenson's patent ones. Lord George Bentinck and other gentlemen were in the train on their way to the Chester races.—A Birkenhead correspondent of the *Liverpool Mail* complains that the bridges constructed by the railway company in some of the most public thoroughfares to the town are in such a state from want of proper fencing, that there is imminent risk of the loss of lives until "some protection be afforded to the public who have to pass over these abominable erections."—At New Holland and Grimsby, active preparations have been of late in progress for the construction of the new dock or tidal-basin, to the extent of 34 acres, and a new pier, intended for the use of the Manchester, Sheffield, and Lincolnshire Railway. A powerful pile-driving engine was sent thither from Grimsby, where it had been used at the dock now making at the Grimsby terminus of the above railway, which is expected to be 'the largest in England,' embracing upwards of thirty-eight acres. The contractor for both these undertakings is Mr. Lynn.—Extensive preparations, says the *Birmingham Warrier*, are now making for commencing the construction of the 'stupendous' bridge over the Tweed. The piling machines are at work, one of them, with a hammer of four tons weight, striking seventy blows in sixty seconds, and driving a pile 18 feet long into the ground in four minutes. A steam saw-mill, a temporary bridge, &c., are also in course of erection, and the foundation-stone of the permanent structure is expected to be laid in course of next month withasonic honours.

On the Newcastle and Berwick, from Newcastle to Morpeth, the telegraph is now completed. It is also in course of erection on the North British, and is completed nearly to Dunbar. In the course of a few months, when extended northward from Rugby, London and Edinburgh will be linked together by this mysterious and subtle agency.—To calculate, for amusement or instruction, the speed at which you are travelling on a telegraphed railway, multiply by 2, says the *Durham Chronicle*, the number of telegraph posts you pass in a quarter of a minute, and the result, in each case, will be the number of miles you are then travelling per hour; the posts being arranged thirty to a mile.

THE NILE BARAZOK.—The foundation-stone of that grand undertaking, the barrage of the Nile, was laid on the 9th ult. by his highness the Viceroi of Egypt in person, with all the approved and orthodox, if not very common, formulae of silver hammer, gold trowel, &c.

BATHS AND WASH-HOUSES.

In reply to some inquirers we may state, that the only bathing and washing establishments actually at work in London are those in Glasshouse-yard, near the London Docks, which have been open since May, 1845, for the gratuitous use of the very poor; and those in George-street, Euston-square, which have been open since the beginning of August, 1846.

The model establishment in Goulston-square, Whitechapel, is to be opened shortly. The parishes of St. Martin-in-the-fields, Marylebone, and St. James, Piccadilly, are taking the necessary steps to erect suitable buildings. The Act has been adopted also by the parishes of St. Margaret and St. John, Westminster; and as soon as the necessary extension of the provisions of the Act of last session has been made, the Holborn Union and other Metropolitan districts are expected to follow.

MACHINE FOR PUBLIC WASHING-HOUSES.

At a washing establishment opened in Bradford by Mr. Mitchell, the operation is effected in the following manner:—The articles having been first numbered and sorted, are soaked for a few hours in water impregnated with alkali. They are then placed in deep tubs filled with soap and water, the smaller articles being in nets.

A slow rotatory motion is communicated to this tub by means of a small wheel acting on teeth placed around its circumference, and at the same time three pieces of wood (termed 'jumpers') are successively raised and let fall on the articles in the tub by a revolving shaft carrying wipers. The ends of these pieces of wood are inclosed in flannel bags, so that while the operation of washing is effectually performed, it is also accomplished without injury to the clothes. A few minutes suffice for the operation. The water used for the purpose, by the aid of steam, which is conveyed into the tubs by means of pipes, can be heated to the boiling point in a very short time.

To deprive the articles of the superfluous water they contain, they are put into a vessel of zinc, in shape and size somewhat resembling a small furnace, the sides of which are composed of wires longitudinally arranged, so that a small space is left between each. This is contrived so as to turn round with very little friction. The wet articles are put into this vessel, which is then made to revolve with great rapidity; the centrifugal force thereby generated causes the particles of water to fly off through the lateness of the wires, and in a few minutes the contents of the vessel become almost dry. The drying is effected in a room in which the air is heated to a high temperature by boilers beneath the floor. The mangles in the laundry are moved by steam power, as also are the rollers, one of iron and the other of hard wood, through which carpets and other heavy goods are made to pass.

NOTES IN THE PROVINCES.

The Chloose system of boring at the Southampton artesian well is after all to be resumed,—minus the 'Improved British rope,' we presume. The solution of the geological problem of the existence of an abundant and easily obtainable supply of water in the green sand stratum may thus be still looked for.

A gentleman has liberally undertaken to erect a church on the Octagon hill at Ventnor, Isle of Wight. The works connected with the sewerage of the town, which have been interrupted by the recommencement of two or three large streams of water, are now nearly completed to the already incontestable advantage and comfort arising from so necessary an improvement.

A committee has been appointed at Newport to employ a surveyor and estimate into the repairs necessary for the restoration of St. Thomas's church and the probable expense.

By the introduction of gas into Cowes, says the *Hampshire Independent*, 'added to the water company now established, and a proposed system of drainage and sewerage by the commissioners, Lord Morpeth's Bill will not be much needed here.' The turning in the Bath road towards the Parade is about to be

A By have recently examined the new building and arrangements and shall have something to add to our former notice before long.

widened by the commissioners.—The contract for the erection of the new barracks at Portsea, capable of accommodating 1,000 men, has been taken by Mr. Thomas Burton, builder, of London. The time allowed for the completion of the building is one year and nine months. Mr. Burton's previous contract for building the officers' quarters progressed fast toward completion. It has been computed that the barracks about to be erected will consume upwards of 5,000,000 bricks.—The *Hampshire Independent* publishes a quasi-advertisement addressed to schoolmasters, botchers, and others, intimating that Winchester cathedral yard will in future be appropriated as a play-ground, sheep-walk, &c., and that at the same time that part of the cathedral yard called 'Paradise,' which has hitherto been lost to visitors, together with that part of the cathedral 'eastward,' including the most beautiful portion of its exterior, which 'Paradise' with its high wall completely shuts up, will be henceforth made accessible by the opening of a 'hole in the wall' for behoof of the poor owner of 'Paradise,' as well as of those visitors whose glimpses of this Eden have hitherto been as few and far between.—The Aberystwyth iron districts have been for some time in a 'feverish state.' At all the works one or more furnaces have been blown out, while at one or two there is not one now in blast. At Coalbrook Vale, and Cwm Celyn, nearly all the men are standing out, and at Rhw Vela the colliers have struck, and a furnace has been blown out.—The Birmingham jail and corporate buildings committee report to the council that the works at the jail are proceeding in the architect's satisfaction, and that as much progress has been made with the corporate buildings and the public baths as possible. The Lunatic Asylum Committee also report their proceeding to obtain tenders for erecting the building.—A subscription has been entered into at West Bromwich for the completion of Christ Church, by the insertion of a stained east window, from a design by Messrs. Chance and Co., and by the erection of a peal of bells.—The new race-course at Broughton Meadows, Manchester, approaches nearly to its completion in time for the Whitnautide festivities, in preparation for which the whole works are said to be as busy as a bee-hive. When completed, it will rank, if the boast of the local press be not beyond the mark, as 'the very first race-course in Britain.' The site is a perfectly level tract of low ground, measuring nearly sixty acres, with a rising ground on the east and north, forming an eligible amphitheatre, capable of accommodating half the population of Manchester in itself. The course is oval in form, bounded partly by the river and partly by railings. There are to be three stands, substantially built, the grand stand in the centre being 120 feet long by 80 feet broad, with two stories of brick, two and a half thick, and a third of timber, with slate roof. The designs of the three stands were by Messrs. Starkey and Caffey, architects, Cross-street, and the grand stand has been erected by Mr. William Tree, builder, Cheetham hill. The police have a lock-up in the basement. The second class stand, though not so lofty, is longer than the grand one, being 190 feet in length by 33 in breadth. The small stand is 99 feet long by the same width. Exclusive of the inclosure, is a terraced piece of ground connected with the grand stand, and capable of accommodating 400 to 500 persons. The stands are estimated to enable 9,100 persons to view the races. There are three general approaches, and a race-telegraph, stables, &c., also in preparation. The bill bar at the entrance is expected itself to realize 1,500*l.* in 2,000*l.*—The Sheffield bricklayers turned out on Monday week for an advance of wages. One-half, however, have since gone in at the raised rate.—The restoration of the church of St. Mary, Holesford, has been contracted for by Messrs. Broadbent and Hawley, of Leicester. The restoration is to be a thorough one both in the masonry and the reseating to oak.—The accounts for the restoration of St. George's church, Leicester, have been examined and passed by Mr. Parsons, the architect, and amount to 1,400*l.* added.—Sewerby church, says the *Chelmsford Journal*, though erected 50 years ago, was not consecrated till last week, owing to some dispute as to the title to